

Quebec," at a saving in distance of from *five to six hundred miles*, and avoid being exposed to the gales and heavy weather often met with in the Atlantic off the Coast of Nova Scotia. A great many American fishing vessels from the sea ports of the State of Maine would also use this Canal provided they were allowed to do so, especially on their return voyage.

In conclusion, I think it will not be out of place to call the attention of the members of the Legislature to the fact that one great drawback to the St. Lawrence route, not being able to compete with the New York route for the Western carrying trade, is that *Ocean Freights* have always ruled higher from Montreal to Liverpool and other British European sea ports, than from New York, principally owing to the high rates of Insurance Companies, &c., &c., by the former route, and to the large subsidies paid by the British and American Governments to lines of Postal Steamers who now carry most of the passengers and light freights formerly carried by sailing packets, thus obliging those vessels to compete for the carrying of grain and produce, and keeping freights down to a very low figure at the latter port.

If, however, good Light-houses are erected on the Lower St. Lawrence, good Charts and sailing directions published and given to all Masters of vessels using this route, and careful Pilots ready to take them in charge (as alluded to before in my remarks respecting the River between Montreal and Quebec), the rates of Insurance will come down, the cry about the dangerous navigation of the Gulf heard no more, and the St. Lawrence route established as the shortest, safest and cheapest route for the trade of the West to take to reach the European **Markets.**

I have the honor to be, &c.,

Your Obedient Servant,

J. H. INGERSOLL.